



# National Transportation Safety Board

Washington, D.C. 20594  
Office of Marine Safety

## Interview Summary

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**Accident:** Sinking of Towing Vessel *Alton St. Amant* (DCA20FM019)

**Date:** May 22, 2020 about 1100 EDT

**Location:** Telephone Interview

**Person Interviewed:** Ron Fogan,  
Blessey Marine Services – Director, Boat  
Maintenance

**Interview Conducted By:** LT. [REDACTED] USCG  
Brian Young, NTSB

**Summary Provided By:** Brian Young, NTSB

Mr. Fogan was interviewed by telephone in conjunction with the Investigation into the sinking of the towing vessel *Alton St. Amant* at the Bollinger Quick Repair Shipyard near New Orleans, LA on May 17, 2020. The interview was conducted by LT Emily Marks, USCG and Brian Young, NTSB. The text that follows is not a verbatim record of the conversation. It has been developed from hand notes from the phone conversation.

## INTERVIEW SUMMARY

### Experience / Background:

- Mr. Fogan served in the US Coast Guard for 32 years.
- Currently overseeing 83 vessels as Director, Boat Maintenance for Blessey Marine Services

### Alton St. Amant

- Vessel was at Bollinger Quick Repair shipyard for 5-year major shipyard services such as:
  - Bring up to Subchapter M requirements
  - EOM aboard for engine inspections / maintenance
  - Pull running gear, change bushings and seals
  - Remove and inspect all overboard valves
  - Hull gauging, blast and paint hull
  - Tanks emptied, cleaned, and refilled
  - Bilge pumps and alarm system removed from vessel, sent out for overhaul

- Upgrade vessel monitoring system
  - Upgrade/replace CCTV system
- Port engineer assigned to the vessel for shipyard period
  - Works closely with shipyard project manager
- Approx. 47 days in the shipyard before the sinking
- Approx. 1 week off drydock for engine maintenance
  - Replaced stbd engine, port gear set, and stbd generator
- Good working relationship between Blessey and Bollinger
- Alton St. Amant was the 5<sup>th</sup> Blessey vessel to be serviced at Bollinger Quick Repair
- Vessel expected to be recrewed on Tuesday, 5/19/20

#### **Incident**

- Sun 5/17 at 0726 received call from shipyard maintenance manager
  - Alton St. Amant sinking at the shipyard
- Sun 5/17 at 0800 - arrived at shipyard, began recovery efforts
  - Vessel down by stern
  - Rudder buried in mud, only approx. 6" above mud.
- Sun 5/17 at 1630 – vessel righted, main deck out of the water, remove fuel from tanks, checked fwd voids
  - Found hatch covers open for 2 potable tanks, 2" water fill hose connected to vessel fill conn
  - Potable tanks located aft of engine room with 4 access hatches
    - 2 access hatches on aft engine room bulkhead
    - 2 in rudder room
- Sun 5/17 at 2130 – verified seals were not allowing water ingress, walked vessel, no indication of hull failure
- Notified by shipyard that a potable water fill valve had been left open while filling tanks
  - Estimated 90-150 days for repairs
- Potable tanks were being filled at the end of the shipyard period before vessel crew returned to vessel.
  - Potable hatch covers in rudder room had been removed for gasket replacement
  - Potable tanks were to be filled to obtain proper trim for chockfast alignment in engine room
- Vessel had taken on 24,000 gals of fuel on Friday, May 15.
- At shipyard, no night shift, no night crew
  - Believes exterior rounds made by shipyard personnel was 0430 / 0530

#### **END OF INTERVIEW**

Brian Young  
NTSB